

THE RIO NEWS.

PUBLISHED EVERY MONDAY.

VOL. XVI.

RIO DE JANEIRO, AUGUST 12TH, 1889

NUMBER 32

Official Directory

UNITED STATES LEGATION.—157, Rua das Laranjeiras. ROBERT ADAMS, Jr. Minister.
BRITISH LEGATION.—Travessa de D. Manoel, No. 8. GEORGE H. WYNN, J. M. Minister.
AMERICAN CONSULATE GENERAL.—No. 75, Rua dos Ourives. H. CLAY ARMSTRONG, Consul General.
BRITISH CONSULATE GENERAL.—No. 5, Travessa de D. Manoel. E. NICOLINI, Acting Consul.

Church Directory

CHRIST CHURCH.—Rua do Evaristo da Veiga. Divine Service every Sunday at 11 a.m. and on the 4th and 5th Sundays in each month at 8 p.m.
H. MOSLEY, M. A., Chaplain.
N. B.—All notices should be sent to ALBERT ALLEN, Clerk, No. 6, Rua Hunyadi.
METHODIST EPISCOPAL CHURCH.—Largo da Cattedra. English services: Sunday School at 10 a.m.; preaching at 11:30 a.m. on Sundays, and at 7:30 p.m. on Fridays.
J. S. MATTISON, Pastor.
Residence: Rua Lammegras No. 66.
Portuguese services: Sunday School at 10 a.m., preaching at 11:30 a.m. and 7:30 p.m. Sundays, prayer-meeting, 7:30 p.m. Tuesdays.
SEVERO PEREIRA, Pastor.
Residence: Rua Fernandes de Guimarães No. 24.
PRESBYTERIAN CHURCH.—No. 15, Travessa da Barreira. Services in Portuguese at 11 o'clock, a.m., and 7 o'clock, p.m.; Sundays, and at 7 o'clock, p.m., Thursdays.
BAPTIST CHURCH.—Rua do Conde d'Eu, No. 122. Services in Portuguese every Sunday at 11 o'clock, a.m., and 7 o'clock, p.m., and every Wednesday at 7 o'clock, p.m. Sunday School at 10 o'clock, a.m.
W. B. BACIVY, Pastor.
Residence: Rua de Petropolis No. 2.
IGREJA EVANGELICA FLUMINENSE.—No. 175, Rua de S. Joaquim. Services in Portuguese at 10 o'clock, a.m., and 6 o'clock, p.m., every Sunday, and at 7 o'clock, p.m., every Wednesday. Sunday school at 1:30 p.m.
RIO SEAMEN'S MISSION AND READING ROOM.—Open daily, No. 80, Rua da Misericórdia. Divine Service on Sundays and Wednesdays at 7 p.m. Saloon free and easy on Tuesday Evenings at 7 p.m. Gifts of papers, books, left off clothing, etc., may be sent to the above address, or the Missionary will gladly call for them.
THOMAS HOOPER, Missionary.
AMERICAN BIBLE SOCIETY.—General agency at No. 79, Sete de Setembro, 2nd floor.
BRITISH AND FOREIGN BIBLE SOCIETY.—Depot at No. 71, Rua Sete de Setembro, Rio de Janeiro.
BRITISH BENEVOLENT SOCIETY.—Subscriptions are eagerly solicited. Communications should be addressed to the Hon. Secretary—D. ROBERTS, Caixa do Correio, 75.

Traveller's Directory

RAILWAYS.

DOM PEDRO II.—Through Expresses: Central train leaves Rio at 5 a.m.; arrives at Barra do Piraí 7:20, Patte Rios 9:20 and Itaboraí (terminus) at 7:52 a.m. São Paulo train leaves Rio at 6 a.m. arrives at Barra at 8:15 a.m., and Cachoeira, where passengers for S. Paulo must change, at 12:10. From Barra Rio train leaves at 12:02 a.m., arriving at Porto Novo da Cunha at 1:42. Downward, train leaves Barra at 5:15 a.m. Cachoeira (S. Paulo branch) 12:20 p.m. Porto Novo at 1:05. Entre Rios 3:10. The S. Paulo train arrives in Rio at 6:45 and the Central train at 8 p.m.
Linha de Itaboraí, leaves Rio at 7 a.m.; arrives at Barra at 8:25. Entre Rios at 12:23 and Matimão Procopio (terminus) at 6:58 p.m. S. Paulo branch leaves Barra at 11:30 and arrives at Cachoeira at 6:25 p.m. From Barra Rio train leaves at 5:15 p.m. and arrives at Porto Novo at 6:55. Downward, train leaves Matimão Procopio at 5:00 a.m.; Cachoeira 5:50 and Porto Novo 5:50, arriving at Rio at 5:10 p.m.
Mixed Trains, leave Rio at 8:30 and 9:30 a.m. 3:15 and 5:30 p.m. first goes to Patte Rios arriving at 8:30 p.m.; second and third to Barra arriving at 9:10 a.m. and 3:55 p.m., and third to Belem arriving at 7:30. Downward, trains leave Barra Rio at 4:30 a.m. arriving at Barra 6:12 and Rio at 3:20 p.m. leave Barra at 4 and 5:30 a.m., arriving in Rio at 9:15 a.m. and 1:15 p.m., and leave Belem at 5:10 a.m., arriving in Rio at 7:50.
Night services: Train leaves Rio at 10 p.m. every Friday, arriving at Barra at 12:30 and Porto Novo at 5 a.m. Downward, train leaves Porto Novo at 10:20 p.m., every Monday, arriving at Barra at 3:15 and Rio at 5:50 a.m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12:45 p.m. arriving at S. Paulo at 6:40 p.m. Downward, train leaves S. Paulo at 6:00 a.m., and arrives at Cachoeira at 12:08 p.m., where passengers change to the D. Pedro II line.
LEOPOLDINA R.R.—For Nova Friburgo trains leave Niterói at 7:10 a.m. and 12:35 p.m., arriving at 1:15 p.m. and 6:12 p.m. Downward, leave Nova Friburgo at 6 a.m. and 3:05 p.m., arriving at Niterói at 11:20 a.m. and 6:12 p.m. For Macaé trains leave at 7:10 a.m., passengers changing at Porto das Caixas, and at 11:25 a.m., arriving at 1:20 and 7:08 p.m. From Macaé trains leave at 5 a.m., passengers changing at Porto das Caixas, and at 7 p.m., arriving at Niterói at 11:20 a.m. and 6:12 p.m. Ferry boats leave the station, Praça de D. Pedro II, about one hour before the departure of the trains from Niterói.
CORCOVADO R.R.—Trains leave the Station at Corcovado, Laranjeiras, at 6:30, 8:30 a.m. and 12 m., 3 and 5:30 p.m., returning from Paqueta at 7:30, 10, 30 a.m., 4:45 and 9 p.m. On Sundays and holidays leave at 6, 8, 9, 30, 11 a.m., 12, 30, 2, 3, 3:30, 4 and 6, 30 p.m., returning at 8, 30, 10, 11, 11:30 a.m., 1, 2, 3, 4, 5, 5:45, 5:55 and 9 p.m.
RIO DE JANEIRO & NORTHERN RAILWAY.—Trains leave the central station D. Pedro II railway at 6:30 a.m. and 5 p.m. Sundays and week-days, arriving at Petropolis at 9:47 and 7:22. Passengers change at the S. Francisco Xavier station of the D. Pedro II railway to the Northern line. Steamers for Petropolis leave the Largo da Pólis at 4 p.m. on week-days and 7 a.m. on Sundays, and holidays arriving at 6:05 and 9:15. Downward, trains leave Petropolis at 6:00 and 7:30 a.m., and at 3:30 p.m. week-days and at 6 a.m. and 4 p.m. Sundays and holidays.

Librarian, Muncipal, &c.

BRITISH SUBSCRIPTION LIBRARY.—Rua dos Ourives, No. 53, 1st floor.
BIBLIOTHECA NACIONAL.—Rua do Passeio No. 48.
BIBLIOTHECA FLUMINENSE.—No. 62, Rua do Ouvidor.
MUSEU NACIONAL.—Praça da Aclamação, cor. Rua da Constituição.
GABINETE PORTUGUEZ DE LECTURA.—No. 12, Rua Luiz de Camões.

Medical Directory

Dr. W. Havelburg, Physician, Surgeon and Accouchist: formerly of Santos, and recently from an extended visit to Europe. Office: Rua da Alfândega No. 29, from 2 to 4 p.m.
Dr. W. J. Fairbairn, M.D. Edin. Surgeon and Physician. Office: Rua 1ª de Março, No. 95 from 11 to 1 p.m. and 4 to 4:30 p.m. Residence: Rua D. Mariana, N. 18, Botafogo.
Dr. J. Bechtlinger, M.D. Vienna; licensed physician by the Imp. Med. Faculty of Rio de Janeiro; Fellow of the Med. Society of Vienna; formerly connected with the British army in Africa and India. Office: Trav. de S. Francisco de Paula, No. 24; from 12 to 1 p.m.

Hotels.

CARSON'S HOTEL.

160, RUA DO CATTETE.

ESTABLISHED 1872.

This establishment is quite ready for the coming season; first-class attendance, good Baths and moderate prices.

WILLIAM D. CARSON, Proprietor.

HOTEL PALMEIRAS.

E. de F. D. P. II.

This Hotel, from the fine dry climate of the situation and excellent water, is peculiarly suitable for invalids and convalescents, and for rheumatism, bronchial affections, biliousness, intermittent fevers, etc. Board and baths 45 per diem. Trains 3 times a day. Return ticket for 8 days 75,000. Apply, Hotel Palmeiras, 61 at

No. 1 Largo do Paço.

TIJUCA.

WHYTE'S HOTEL.

This old and well known establishment—originally known as "BONNYVILLE"—situated amidst magnificent mountain scenery, ten miles from the city of Rio de Janeiro, is now in the hands and under the personal supervision of the owner,

JOHN WHYTE.

Comfortable apartments, good table, moderate charges. Swimming baths and douches free to visitors.

Telephone No. 2001.

HAROLD JOSÉ HAMPSHIRE.

58 Rua do Visconde de Inhauma.

P. O. Box 265.

Rio de Janeiro.

Importer and manufacturer's agent. Correspondence solicited.

CHARLES HUE JUNR & CO.

Ship Chandlers and Commission Merchants

Rua Fressa No. 3.

RIO DE JANEIRO.

Water supplied on short notice.

RUBBER HAND STAMPS.

and Metal-Bodied Rubber Type.

S. T. LONGSTRETT.

Office and works: 18, Travessa do Ouvidor, 1st floor. N.B.—Special attention given to large stamps (trade-marks) and large type for marking coffee bags.

WILSON, SONS & CO., (LIMITED)

2, PRAÇA DAS MARINHAS RIO DE JANEIRO.

AGENTS OF THE

Pacific Steam Navigation Company, United States & Brazil Mail S.S. Co., Shaw, Savill & Albion Co., Ltd. The New Zealand Shipping Co., Ltd. and the Commercial Union (Fire & Marine) Assurance Co., Limited.

Coal.—Wilson, Sons & Co. (Limited) have depots at St. Vincent, (Cape Verde), Montevideo, and at the chief Brazilian Ports, and, among others, supply coal under contract, in Rio, to:

The Imperial Brazilian Government; Her Britannic Majesty's Government; The Transatlantic Steamship Companies; The New Zealand Shipping Companies &c., &c.

Insurance.—Fire and Marine Insurances effected at moderate rates.

Coal.—Large stocks of the best Cardiff Coal always kept in depot on Copacabana Island.

Tug Boats always ready for service.

Ballast supplied.

Establishments: Wilson, Sons & Co. (Limited), London, St. Vincent, (Cape Verde), Rio, Bahia, Pernambuco, Parahyba do Norte, Santos, Montevideo and Buenos Ayres.

JOHN MILLER & Co.

Importers and Commission Merchants, SANTOS and SÃO PAULO.

W. R. CASSELS & Co.

13 Rua Príncipe de Marão, RIO DE JANEIRO.

and CASSELS, KING & Co.

36 & 38, Calle Maipo, BUENOS AYRES.

Importers and Agents for Manufacturers.

For their Agencies, suitable to their lines of business,—Hosiery, Knives, Domestic goods, Specialties, etc., etc.—are respectfully solicited.

FRANK & Co.

Ex-Manager of GEORGE JANSON.

ENGLISH HARNESS AND SADDLES.

Complete assortment of traveller's necessities, harness, saddles, waterproof clothing, perfumery, cutlery, tea, trunks, hand bags, canes, and all other articles comprised in this branch of business.

ALSO A LARGE ENGLISH TAILORING ESTABLISHMENT.

No. 48, Rua do Rosário.

WENCESLAU GUIMARÃES & Co.

WINE MERCHANTS.

Importers of

Oporto, Douro and Lishon wines of the best qualities in bottles, or in casks, and under the private marks of the house.

Sole Agents for

A. LIZING GONCALVES, Exporter of Madeira Wines;

G. PRELLER & Co., Exporter of Bordeaux Wines;

E. REAY MARTIN & Co., Exporter of Cognac

Dealers in

Burgundy, Rhine and Mosel wines, Sherries, Champagne

Cognacs and Liqueurs of the best brands.

Rua da Alfandega, 83.

CRASHLEY & Co.,

Newspapers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for The European Mail.

A large assortment of English novels, of the Trenchard Edition of the Franklin System Library and of the latest Library constantly on hand.

Views of Rio and neighbourhood. Orders received for Scientific and other books.

Agents for Longstreth's Rubber Stamps.

Dealers in Atkinson's, Perse & Lubin's and Royal Perfumeries and Par's Soap. No. 67, Rua do Ouvidor.

AMERICAN Bank Note Company, 78 to 86 TRINITY PLACE, NEW YORK.

Business Founded 1795, Incorporated under Laws of the State of New York, 1855. Reorganized 1879. ENGRAVERS AND PRINTERS OF BONDS, POSTAGE & REVENUE STAMPS, LEGAL TENDER AND NATIONAL BANK NOTES OF THE UNITED STATES; and for Foreign Governments.

ENGRAVING AND PRINTING, BANK NOTES, SHARE CERTIFICATES, BONDS FOR GOVERNMENTS AND CORPORATIONS, DRAFTS, CHECKS, BILLS OF EXCHANGE, STAMPS, &c., in the finest and most artistic style FROM STEEL PLATES.

WHY SPECIAL SERVICE TO THE EXPORT OF STEREOGRAPHIC Special papers manufactured exclusively for use of the Company.

SAFETY COLORS. SAFETY PAPERS. Work executed to Plans of Buildings. LITHOGRAPHIC AND TYPE PRINTING. RAILWAY TICKETS OF IMPROVED STYLES. Show Cards, Labels, Catalogues.

JAMES MACDONOUGH, President. AUG. D. SHEPARD, Vice-Presidents. THEO. H. FREELAND, Sec'y and Treas. JNO. E. CURRIER, Ass't Sec'y. J. K. MYERS, Ass't Treas.

BALDWIN LOCOMOTIVE WORKS, PHILADELPHIA, PENN.

(Established, 1831)

BURNHAM, PARKY, WILLIAMS & CO., Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Navies and Gauge Locomotives, Steam Street Cars, &c., &c.

All work thoroughly guaranteed.

Illustrated catalogue furnished on application of customers. Sole Agents in Brazil:

Norton, Megaw & Co.

No. 32, Rua 15 de Março.

Rio de Janeiro.

ANDREW STEELE & Co., Import and Commission Merchants,

have removed from 72 Rua Primeiro de Março

to 8 Rua do Visconde de Inhauma S, Rio de Janeiro.

Telephone 698.

P. O. Box 84.

HAUPT & Co.

RIO DE JANEIRO.

50 & 53 Rua da Alfandega.

Imports and Commissions.

Railway Material.

Rolling Stock.

Machinery.

JOHN H. BELLAMY & Co.

General and Commission Merchants

SHIPPING AND STEAMER AGENTS.

AGENTS FOR

Several leading Manufacturers,

ALSO FOR THE

Thames and Mersey Marine Insurance Co.

Alliance Insurance Co.

P. O. Box 741, Rio de Janeiro.

O'KELL, MOURÃO & WILSON

21 Rua Conselheiro Saraiva

22 Becco de Bragança.

AGENTS OF THE

Northern Assurance Company,

Mocanguê Graving Dock & Bonded

Warehouses.

General and Commission Merchants

for foreign and home trade with the interior.

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOURÉUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance.)

Subscription: 20\$000 per annum for Brazil.

\$10.00 or £2 shillings 10 pence when paid here.

SINGLE COPIES: 400 reis; for sale at the office of publication, or at the English Book Store, No. 77 Rua do Ouvidor.

All subscriptions must run with the calendar year.

EDITORIAL AND PUBLICATION OFFICES:—
79, Rua Sete de Setembro.

Subscription and advertisement particulars will be received by

GEORGE H. PIERCE, Esq.,

154 Nassau Street, New York.

MESSES. STREET & CO.,

30 Cornhill, LONDON E. C.

MESSES. BILLS, HENDY & CO.,

37 Watling Street, LONDON, E. C.

MESSES. JOHN MILLER & CO.,

São Paulo and Santos.

RIO DE JANEIRO, AUGUST 12th, 1889.

THE result of the senatorial elections in this city and throughout the province of Rio de Janeiro on the 4th instant have caused profound surprise, and if we are correctly informed they have occasioned no small amount of consternation in the ranks of the conservatives. For a number of years the province of Rio de Janeiro has been dominated by two conservative leaders, Senator Paulino and Deputy Andrade Figuera, who represent the reactionary Bourbon element of that party. For ten years the liberals have been in a hopeless minority, and even in the senatorial elections of 1887 they made no show at all in the returns. Under the stimulating influence of a new liberal cabinet and under the leadership of one of the most skillful politicians in the empire, all this has been changed, and the conservatives have been so badly beaten that one can not help wondering where their former majorities came from. If the question were to be asked, What caused this change? we should plead ignorance. No one can clearly explain how the last Chamber of Deputies almost unanimously adopted an unconditional emancipation act in 1888, when it had with equal unanimity refused to consider any emancipation act only one year before; and no one will do better with this similar change of front in the senatorial elections of 1887 and 1889. One thing, however, is evident; the electoral body has climbed over the wall with great unanimity; but whether from changed convictions, or for selfish purposes, each one may determine for himself. If there is any sincerity and stability in Brazilian politics, this election presages the defeat of the conservatives in the general elections at the end of this month and seals the death warrant of the indemnification movement, of which Paulino was the moving spirit. The present government is on record in opposition to paying indemnities for the slaves liberated last year, and its victory at the polls ought to strengthen that position.

If we were to repeat the accounts of crimes committed throughout the empire which appear in our local and provincial exchanges, there would be very little room for anything else in the columns of this paper. We do not exaggerate a particle when we state that crime is rapidly increasing everywhere in Brazil, and that it has never within our experience been so common as at the present moment. Life and property are nowhere respected, and the authorities are either indifferent or unable

to enforce the law. The most frightful murders are reported from the provinces, with but few details and without one word of admonition on the part of the press. The government is wholly absorbed in politics, and the courts are wasting time in trivialities which stimulate the *amor proprio* of the legal profession and divert attention from the dangers which surround them. In our opinion the tendency of current affairs in Brazil is serious to an extreme. An enormous addition to the criminal population has been secured by the mistaken immigration propaganda of the past two years, as the daily record from São Paulo alone abundantly proves. We have reached that point where assassination has become as common in São Paulo as ever it was in the celebrated province of Pernambuco—and this, too, in a community claiming to be the most orderly and civilized in all Brazil. Add to this the constant discovery of defalcations in public departments, breaches of trust, thefts from companies and mercantile houses on the part of employes, forgery, and the more brutal crimes of which that of Padre Galdi is a type, and we have more than enough to excite alarm. In view of these facts, is it not time for the government to infuse a little more vigor into the courts and to do away with that false clemency which has served so materially to encourage crime. Let us have a few of these razor assassins strung up on short notice, let us have a few influential thieves sent up to hard labor, and let us have some check put upon the vices which are the causes of a great part of this carnival of crime. It is idle to close our eyes to the truth; either crime must be suppressed or Brazil will very soon be a very unhealthy place to reside in.

THE minister of finance has invited importers and others to communicate with him in regard to the changes in the present tariff which they may consider just and necessary. Some years ago, on the eve of a revision, a similar invitation was issued, and it has been a standing complaint ever since that the official commission adopted only those suggestions which recommended an increase of duties. We do not know how far the present invitation may be accepted, but there is one question which should not be overlooked—the duties on printing paper. Perhaps the printers feel but little encouragement in placing this question again before men who persist in classifying the better grades of printing paper as writing paper, and then compelling the payment of 220 reis per kilo, and 5% (5¼ cents a pound), simply because the paper is better finished than the lowest grades of news paper and can be written upon. The paper on which this journal is printed has paid this unjust and excessive tax. Aside from the injustice of the classification and the expense forced upon those who prefer to use good paper, this onerous rate of duty is operating very much against the printing offices of the country. A considerable quantity of printing is now ordered from Europe, and it is actually much cheaper to have a book printed and bound there, paying import duties on the same, than to have it printed here. Besides this, no books can be printed here at the present time, to sell at a reasonable price, except through the use of the poorest paper and cheapest binding. It is not often that a country discriminates against its own industries in this manner, and especially in so important a field as the publication of books and periodicals.

We are informed that preliminary steps have been taken toward the organization of an English club in this city, the purpose being to unite in it all those features which

experience has demonstrated to be necessary to the success of such an establishment in Rio de Janeiro. The need of an English club in a port like Rio de Janeiro is so patent, and the desire for it is so generally felt, that no arguments are required in support of the scheme. We do not understand that it is designed to confine the membership to the British and American residents, but merely to keep the direction of affairs in the hands of these two nationalities. The plan proposed—that of a limited liability company—will render this easy, the management naturally remaining with those who hold the stock. This plan will also secure a more conservative and careful management than is possible in an association where the general members have control, and will probably be an effectual safeguard against the mistakes which led to the suspension of the old club some ten years ago. We understand, also, that the scheme includes the acquisition of the British Subscription Library, which is not as liberally supported as it deserves, the opening of a club restaurant, reading room, etc., in some central and convenient locality, and the adoption of any other feature which will make the club useful to its members. As we have already said, no argument is necessary to prove the desirability of such an establishment. There are some difficulties in the way which are not usually found elsewhere, but these should not be permitted to determine the matter. Rio is a difficult city in which to secure harmonious and united action on such questions, because of the great distance between its suburbs and the lack of social intimacy between people who reside so far apart. By lines of communication the Botanical Garden is some 14 or 15 miles distant from Tijuca and it is only during business hours that the residents of those two suburbs find an opportunity to see each other. Then, taking into consideration the circumstance that members of our English-speaking colony are living in Niteroi, at Paqueta and even as far away as Petropolis, we can readily see how difficult it will be to unite them in an undertaking like this. We believe, however, that it can be done, and that the result will be advantageous to all. It is not creditable to the English colony of Rio de Janeiro that it can not do what much smaller communities elsewhere have carried out successfully. The proposed scheme is certainly feasible and there are men enough in Rio to carry it through if they feel inclined; we trust, therefore, that they will not hesitate to give the promoters of the scheme prompt and hearty encouragement.

THE repatriation of the 180 Italian immigrants who recently had a free ride down to Rio and then back to São Paulo in search of a paternal government to pay their passage money, has now entered upon a new phase. On their return to São Paulo the editors of the several newspapers there took the matter up, interviewed the president of the province and secured permission for them to stop in the provincial immigrants *hospedaria* with a promise that they would be sent home as soon as it could be arranged. The president, Gen. Couto de Magalhães, then made private inquiries, and the result is that on the 7th instant he addressed the press commission a brief note to the effect that there were many able-bodied persons in this group of immigrants who do not fall within his agreement to send those home who are incapacitated for labor. To avoid any misunderstanding he invites the commission to nominate representatives to accompany the officials in a careful investigation for the purpose of preparing a list of those entitled to repatriation at the expense of the province. This action of the president is eminently judicious and

proper, and will, we trust, lead to some better and more definite understanding on this question. There is clearly no reason why an able-bodied immigrant should be sent back home simply because he is homesick and discontented. He may have been deceived and he may have found great difficulties in finding satisfactory employment, but the state can not undertake to remedy all this. It must be admitted that Brazilian authorities have placed themselves in a very compromising position on this question, for they have sent out paid agents to secure these immigrants and have paid their outward passages, and when here have given them food, shelter and gratuitous transportation to their new homes. This places the national and provincial governments in the position of importers of laborers. In the Pacific and in the coolie traffic such importers have been bound to return the laborers at the termination of their contracts, and not a few hold that this obligation holds good at any time where fraud has been employed. Strictly speaking the Brazilian government is under a moral obligation to return every man who has been deceived and victimized by paid agents, but this of course will be difficult to prove. Unquestionably there are many of these immigrants who accepted paid passages without the slightest intention of taking employment on the plantations, and for such there should be no sympathy wasted. Nor should the government consider itself responsible for the families of men who have gone back to Italy with their earnings, under the impression that the state would pay the passages of their wives and children. The whole business is in reality so complicated and false that it is difficult to decide just what to do. The whole system adopted is unsound and illogical from beginning to end, and it is impossible for the government to avoid responsibilities which should never have been incurred. Had the public lands been surveyed and the country thrown open to immigration in the most liberal sense, leaving the immigrant to come of his own volition and at his own expense, then these difficulties would not have resulted. But the state preferred to traffic in laborers for the benefit of a privileged class, and we are now seeing the results! It looks like a pretty good price to pay for a bit of unnecessary experience.

THE trade returns for this port in 1888, which have just been published at the custom-house, will afford very instructive reading for the Brazilian and American commissioners at the approaching Washington congress. In our opinion, there is food for reflection in these figures for the governments and people of both countries, for they exhibit a disparity which certainly could not exist were it not for special obstacles. Although the figures are for this port alone they represent more than one half of the aggregate for the whole country, and they may be accepted as a fair expression of the proportions between the total exports and imports. It appears that the official value of the exports from this port in 1888 aggregated 95,752,919\$201, while the imports, which have been largely increased since emancipation, were valued at 133,471,925\$275. Of these totals the United States took 58,488,133\$528, or 61 per cent, of the exports, and contributed only 7,322,074\$361, or nearly 5½ per cent, toward the imports. For the fiscal year 1886-87—we are without the figures for the calendar year 1887—the United States took very nearly 57 per cent. of these exports and contributed a little over 8½ per cent of the imports, from which it will be seen that the disparity in this trade has been considerably increased. At the same time Brazil receives more from Great Britain, France

and Germany than is exported to them, and the percentages of imports for the two years compared have been increased while those of exports have been decreased. In other words, these countries have all enjoyed a share in the 28,000,000\$ increase in importation, while the United States has dropped behind the preceding year. In 1888 Great Britain supplied 35 1/4 per cent of the imports, and took less than 4 3/4 per cent of the exports; France supplied nearly 12 3/4 per cent and took only 7 1/2 per cent while little Portugal, whose exports to Brazil were about 250,000\$ more than those of the United States, took only .0035 per cent of Brazilian produce. These figures show very conclusively who it is that is supplying Brazil with cash and credit, and who it is that is reaping the benefit. Of the large increase in imports for last year it should be said that a good part of it comes from Uruguay and the Argentine Republic, and is probably due to the ominous fact that Brazil is now importing more food products than ever. The official values of the trade with these two countries for the two years in question were as follows:

	1886-87	1888
Uruguay.—Imports from.....	4,621,000\$	79,670,637\$
Exports to.....	781,742	887,259
Argentina.—Imports from.....	3,109,068	11,069,193
Exports to.....	2,571,179	2,202,431

Aside from this, however, is the fact that although the United States is Brazil's best customer and is taking more than a half of all her exports, that country is not only losing a share in this increase but is actually losing ground in comparison with former years. Now, what is the reason for all this? Is there a genuine desire for reciprocity on the part of Brazil? Are American goods too dear to compete with those from Europe? And how far does the absence of American business houses in Brazil affect this trade? These are questions which are worthy of thoughtful consideration both at Washington and among the business men of the United States. Purchases to an aggregate of 30 millions in this market ought certainly to lead to sales of more than 3.7 millions, and it is full time to find out why this trade is not more evenly balanced.

IMPORTS AND EXPORTS IN 1888.

The total official values of exports and imports at the Rio custom house in 1888, as given by the *Relatório da Alfândega*, were 95,752,919\$201 and 133,471,925\$275, showing a balance of 37,719,006\$704 in favor of importation. A few of the principal countries figure as follows:

	exports from	imports to
United States....	58,488,125\$28	7,322,075\$361
Great Britain....	4,523,178	47,081,811
France.....	7,182,531	10,969,012
Germany.....	19,485,739	13,254,683
Uruguay.....	887,259	19,070,630
Arg. Republic....	2,202,431	11,069,193
Belgium.....	2,457,429	5,301,130
Portugal.....	337,126	7,593,343

Gazeta de Notícias, August 6th.

THE MISSIONES QUESTION.

At the late extraordinary council of the ministry the following was decided relative to the question of the Missiones territory.

A convention will be signed by the governments of Brazil and the Argentine Republic to settle the question by arbitration, subject to sundry conditions; in this convention will be marked a period of from four to six months, or more, within which the contracting parties will endeavor to settle the question amicably, and, at the end of this period, if they have not been able to arrive at an amicable agreement, then arbitration will come into force in conformity with the preliminary convention.

The surveys of the head-waters of the River Jangala will be concluded by mutual agreement of the two nations.

The Brazilian and Argentine commissions will meet at Montevideo to sign and exchange surveys and examinations already concluded.

The basis for the convention will be organized by the government here in accord with the representative of the Argentine Republic and sent to Buenos Aires, to be there ratified by the Argentine government.

In every manner and under all circumstances the question will be concluded amicably, and in such case as will be worthy of both nations, even should arbitration be decided upon.

PROVINCIAL NOTES.

—Small-pox has again made its appearance in Rio Claro, S. Paulo.

—It is said that the *stecca* has desolated extensive districts in the province of Piahy.

—The Conde d'En left Fortaleza, Ceará, for the south on the morning of the 10th inst.

—First was reported from the vicinity of S. Carlos do Pinhal, São Paulo, on the morning of the 6th inst.

—The minister of empire has authorized the president of Minas to expend 20,000\$ on a school of pharmacy building in Ouro Preto.

—New cases of small-pox have appeared in Itú, São Paulo, which suffered severely from this terrible disease only a year or two ago.

—The material for the new telegraph line across country from Uluhaia, Minas Geraes, to Cuyabá, Mato Grosso, did not arrive at the former place until the 31st ult. On the 2nd inst. the work of putting up the line began in the direction of Monte Alegre.

—Recent telegrams from Bahia give decidedly more reassuring accounts of the outlook there for the planters. Kains appear to have been pretty general and the probabilities are that some cereals will be harvested. It is too late to do much for sugar, however.

—A telegram from Pará published here on the 9th gives it, as a rumor, that 8 custom-house brokers (*despachantes*), 12 clerks of the custom-house and 5 merchants are implicated in the recent frauds there. The report of the investigating commission had not been made public, however.

—A commission has been examining the books of the Pará provincial *escoladaria* for and since 1885, and estimates that the province has suffered losses through defalcations to a total of 100,000\$. All the officials except the *official-mayor* and treasurer have been dismissed for various reasons.

—The exports from Pará for 12 months, July—June, of rubber and cacao were as follows, in kilos:

	Rubber	Cacao
1888-89.....	12,958,323	3,338,249
1887-88.....	15,454,312	5,030,326
1886-87.....	13,376,368	4,384-778

—A bag containing some 10,000\$ in 12,000\$ worth of jewelry was found in the woods near Praciaba, S. Paulo, a few days since. The bag also contained papers of value. The property was stolen some months ago from Sr. Juvenal Abrate and appears to have been left in this place of concealment ever since.

—There was a conflict at Garachy, São Paulo, on the 8th between a detachment of soldiers and about a hundred freedmen on the plantation of "Capella Velha." The proprietor asked for police assistance to compel the freedmen to leave his lands, and in the fight which ensued two freedmen were killed and two soldiers wounded.

—Mail advices from the valley of the Rio Parú state that fever is making great ravages among the inhabitants of that region. There appears to be great need of physicians and medicines. The graduates of medical schools prefer, apparently, to starve and talk politics in the large cities and let these poor wretches die for want of medical treatment.

—The *Provincia do Parú* states that the investigating commission there has discovered that the large decrease in the receipts of the Pará custom-house for the last half year, compared with those of 1888—3,738,978\$322 this year against 4,965,861\$936 last—is due in great part to some frauds in the dispatches in which many important commercial houses are involved.

—A drunken soldier and a policeman got into a fight in São Paulo on the evening of the 6th, the latter being disarmed and getting a beating. He managed to escape, however, when the infuriated soldier turned upon a poor carman, who was passing, and with a razor cut his huels open. The carman is in a desperate condition, and the soldier safe under military protection.

—Mail advices from the military detachment at Santa Rita do Paranaíba, which is engaged in explorations for the new telegraph line, state that four soldiers tried to surprise the officers' quarters on the night of July 7th with the intention of killing them, robbing the paymaster's chest and then deserting. They were detected, and in the fight which ensued when cornered one was killed and the others captured.

—A telegram from Santos on the 10th announces the sale at the custom-house of the mausoleum for José Bonifácio, the work of the sculptor Bernaricelli. The latter protests that the sale is illegal as no duties are charged, and explains that the delay in putting the mausoleum up was caused by the epidemic and various other reasons. In the meantime, it appears, the custom-house was used to store a forgotten monument.

—A telegram dated Rio Grande do Sul on the 8th states that a miser, nicknamed "Dirty Emmanuel," and his mistress had been murdered by thieves who broke into the hut where the old rascal lived and, not succeeding in forcing from him the secret of where his money was hidden, strangled the pair. "Dirty Emmanuel" also appears to have done something in the money lending line, and is supposed to have left upwards of 80,000\$ in cash and real estate.

—A São Paulo telegram of yesterday states that a riot occurred at S. José do Rio Paulo between the liberals and republicans. The police fired and the hotel where a republican candidate was sleeping, and sundry things generally. The republicans then rallied, captured the police *delegado* and liberal chief and tore down the jail. The republicans hold the town. A cavalry and police force is to leave São Paulo to-day to suppress the disorder.

—The practice of shipping explosives surreptitiously has resulted in a very serious accident recently on the Amazon, an explosion occurring on the steamer *Praxiteles*, of the Pará and Amazonas company, at a place called Umanau. Eleven passengers were injured, three seriously, and damages to the amount of 3,000\$ resulted. We understand that it is a common practice along this coast to ship explosives under other names. If a few of these shippers were sent to Fernando de Noronha, perhaps the abuse would cease.

—The *Divisio Papalia* of the 5th inst. states that, according to information received by them, there are three large families of Italian immigrants on a São Paulo plantation which have been abandoned by the father under the impression that they would then be sent back to Italy by the province. The fathers paid their own passages to Italy and took away with them all their savings, and the mothers and children are now awaiting the benevolent assistance of a paternal government. This is certainly a very damaging commentary on the idiotic system of procuring immigrant labor thus far pursued.

—The 180 immigrants who came to Rio under the belief that the government would send them home, went back to S. Paulo in a state of great indignation. They of course took to the common occupation of haggling, as the acting president would not give them admission in the *hospedaria*. A number of journalists then took the matter up and went in Gen. Conto de Magalhães, president of the province, who promised to admit them into the *hospedaria* and then sent them to Italy on the first opportunity. The puzzling part of these incidents is to know just where Brazil is deriving benefits from such a system of immigration. Later advices state that the president has discovered a lot of able-bodied people among these immigrants which he does not consider to be entitled to public assistance. A commission is therefore to investigate and determine who really requires help.

RAILROAD NOTES.

—Further thefts of merchandise on the São Paulo line are reported.

—The plans for a tramway from São Paulo out to the Ypiranga monument have been approved.

—Rumor has it that the purchases of Sorocabana railway shares for S. Paulo account have been very considerable here.

—The *Dia da Mercantil*, of S. Paulo, repeats a rumor that an English syndicate has offered 15,000,000\$ for the Paulista railway.

—The liquidation of the *Príncipe da Grão Pará* railway gives 250\$020 for each fully paid and 128\$15 for each subsidiary share.

—The government has appointed Dr. Jorge Kallenmeyer Grunewald to represent Brazil at the international railway congress to be held in Brussels next month.

—On the 3rd inst. the minister of agriculture asked the Treasury to open a credit for 16,000 at the London agency for the purchase of material for the D. Pedro II railway.

—The São Paulo tramway company has received permission to extend its lines to various suburbs on condition of reducing fares. The company's capital is to be increased to meet the enlarged service.

—The Magyara company has begun the definite surveys of the branch line extension from Penha do Rio do Peixe to the Eleuterio river where a junction will be formed with the Saponeira line.

—The Oeste de Minas railway has commenced laying rails on the extensions from Oliveira to the upper S. Francisco and the town of Pitangay. These extensions measure some 300 kilometres.

—The S. Paulo and Rio railway has been authorized to extend its line to a central point in the city of S. Paulo. The cost, 271,400\$, is to be charged to working expenses during two years.

—The Paulista company signed a contract on the 3rd inst. for the construction of its new Santa Veridiana branch, 25 kilometres in length. The road-bed is to be ready for the rails in eight months.

—The June receipts of the Bragança railway, Pará, were 9,379\$299 and the expenditures 10,254\$350, leaving a deficit of 875\$060. This road is owned by the province. The chief of traffic has been dismissed and defalcations amounting to over 10,000\$ are reported.

—The government has declined to pay the Leopoldina railway company 42,501\$445 for transporting immigrants and their luggage, on the ground that gratuitous passages were provided for in the contract when the company purchased the Cantagallo system.

—There is a rumor that Mr. Walter J. Hammond, for many years manager of the Paulista (West of S. Paulo) railway and navigation company, will resign his position and join the English company that has purchased the Rio Claro line in the province of S. Paulo.

—The commission of the Pelotas and S. Lourenço, Rio Grande do Sul, railway has written to the local press that he had organized a company in London under the style of the "Pelotas and Colonias Railway Company, Limited" to build the line, and that work was to commence at the beginning of the present month.

RIVER PLATE ITEMS.

—Gold has reached a premium of 75 at Buenos Aires, but the optimist, like the grasshopper, is still celebrating fine weather.

—The Buenos Aires *Herald* says that Patti received £36,000 for her three months engagement at the Polytheama. It's our private opinion that this is more than Patti is worth.

—The Rosario custom house receipts from January 1st to June 30th, 1889, were \$4,178,081.83 m/n, against \$2,720,811.18 during the same period in 1878, or an increase of 1,457,270.65.

—The Tarls who were not permitted to land at Rio because of not being provided with passports, have also been repulsed at Montevideo. It is amusing to see how numerous the boys are in kicking a dog after one has initiated the sport.

—An operation company is being formed in Buenos Aires, with a capital of \$3,000,000, for renting theatres for dramatic and operatic representations and concerts, for publishing a musical periodical, and for acquiring a theatre of its own.

—The *Herald* relates that an army officer, a lieutenant, distinguished himself in Buenos Aires at 2 a. m. on the 20th ult. by attacking everyone with his sword who passed him. The *Herald* does not add, however, that the scoundrel was arrested by the police and locked up for the rest of the night.

COFFEE NOTES.

—Our American exchanges are emitting an increased crop of coffee from the West Indies and Central America for the coming year.

—The deliveries of coffee from warehouses in the six principal ports of the United States for the first half of 1889, 1888 and 1887 were 1,266,558 bags, 1,110,481 and 1,451,783 bags respectively.

—A patent has been granted here for the construction of a bicupine coffee-cleaning mill. It is proposed to fit up a railway wagon with machinery and install at the planters being obliged to send their coffee to the mill, the mill will be to the coffee, precisely as was the case with Mahomet and the mountain.

—It is very evident from the tenor of our American exchanges that the coffee trade there has not yet become personalized that a coffee famine is imminent. The New York *Commercial Bulletin* and the *Shipping and Commercial List* have been "henried" and their influence on the real traders in the bean is sure to be a serious feature in the market.

—We are informed by various parties who have travelled through the interior that the appearance of the coffee plantations is very irregular. In Minas and Rio there are districts where the trees appear to be hopelessly dried up by the drought, while others still show life enough to yield a moderate crop if the rains should soon put in an appearance. In São Paulo the plantations are in better condition and the new arrivals may be expected to make up a good part of the deficiency.

—The statement made by us, six months ago, has been confirmed as regards the coffee beans of the present crop (1889-90) being to a large extent *quakers* due to the exceptional drought at the end of last and commencement of the present year. The actual hulling is showing that instead of five *quartas* (of an *aliquarte*) producing as in preceding years, an *arroz* of clean coffee, for this crop to produce the same weight from seven to eight *quartas* are required.—*Jornal do Commercio*, Aug. 10th.

—Messrs. Hayn, Ronan & Co. of Havre on July 13th publish the following figures for the 12 months, June—July, which are of interest:

	receipts	1888-89	1887-88	1886-87
Europe, tons.....	494,140	39,320	411,820	
U. States.....	737,097	17,401	216,680	
tons.....	661,397	46,721	628,559	
delivered:				
Europe, tons.....	397,599	34,670	433,100	
U. States.....	218,797	186,39	212,562	
tons.....	666,397	53,009	645,682	
Stocks June 30th:				
Europe, tons.....	125,290	94,700	147,080	
U. States.....	49,415	24,907	37,104	
tons.....	168,355	113,607	184,354	

Messrs. Hayn, Ronan & Co. say: "There is no reason for meditating during the next 12 months deliveries of over 50,000 tons per month, or together 600,000 tons for the season, unless lower prices stimulate an increase of consumption, or the interior finds it to their interest to hold larger stocks."

Capital, 50,000 shares at £20.....	£ 1,000,000
Reserve Fund.....	500,000
1900,000	
BALANCE SHEET, 31ST JULY, 1889.	
<i>Assets.</i>	
Capital, un-called.....	444,444 4/4
Shares discounted.....	1,443,861 3/4
Shares, guaranteed accounts, etc.....	8,661,109 8/18
Advances to shareholders.....	4,795,327 6/18
Advances for loans, discount current, etc.....	1,173,473 1/2
Advances to directors.....	2,029,321 6/6
Advances to dry accounts.....	1,503,538 0/13
	<hr/>
	23,397,954 6/93
<i>Liabilities.</i>	
Capital.....	8,888,888 8/88
Shares in account current.....	3,27,096 4/9
Advances to do fixed maturity and by bills.....	2,744,102 1/6
Advances for advances and on deposits.....	4,795,327 6/18
Advances payable.....	1,173,473 1/2
Advances to directors.....	2,029,321 6/6
Advances to dry accounts.....	1,503,538 0/13
	<hr/>
	23,397,954 6/93
E. & O. E.	
Rio de Janeiro, 31st August, 1889.	
For the English Bank of Rio de Janeiro, Limited,	
T. S. Lamley, Acting Manager.	
H. Scott, for Accountant	

Turpentine.—No change in quotations of 1—440 rs. per kilogramme. Receipts 70 cases from New York.

Indian Corn.—Receipts have been:

9,564 per *Petropolis*
1,411 " *Independente*
25,206 " *Veritas*
8,016 " *Cassius*
1,200 " *Paraná*
19,535 " *Paraná*
2,908 " *Paraná*
7,299 " *Matia Maria*
all from the River Plate. The market is reported flat, with River Plate corn quoted at 1750—2750 and native, northern, at 3800—4800 per bag.

Hay.—Receipts are 1,700 bales per *Calcutta*, 790 per *Independente* and 1,700 bales per *Savannah* from the River Plate to dealers. No change in quotations of 10—100 rs. per kilogramme.

Cement.—Receipts are 20,000 bales, British per *Atreide* and 1,000 bales French per *Savoy*. German cement is rather lower, the other qualities are unchanged. Quotations are 4800—5800 British, 5800—5800 German and 7100—7500 for French.

Coal.—Receipts since our last report have been:

2,125 tons per *Chrysolite*, from Cardiff
1,557 " *Prince Arthur*, do
2,212 " *Kambira*, do
to dealers and companies.

Rice.—Receipts are 6,000 bags via Europe. The competition among dealers has continued and quotations to day are reduced to 8500—7100 per bag for *Madagascar* and 7300—7800 for other qualities, with the market flat.

Codfish.—Receipts are 1,428 bales, 186 cases per *Orlando* from *Pasadena*, 1,612 cases per *Orlando* and 171 cases per *Horro* from *Europe*. The market is now Canadian has not opened new cases. Norwegian are quoted at 16000—18000, but old fish is without value. Old catch Canadian fish are quoted at 2000—2500. Stocks are estimated at about 15,000 packages.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

AUGUST 6.

CARRIAGE.—No. 16 *Prince Arthur*, 994 tons; Wreck; 70 dcs; coal to Norton, Megar & Co.

AUG. 7.

CARRIAGE.—No. 16 *Kambira*, 1,952 tons; Bremer; 45 dcs; coal to Wilson Sons & Co.

AUG. 8.

SAVANNAH.—No. 16 *Imperial*, 573 tons; Nischen; 60 dcs; pine to C. W. Gross & Co.

MACKO.—No. 16 *Kambira*, 156 tons; Haver; 25 dcs; salt to Leoni de Carvalho & Co.

AUG. 9.

PASADENA.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

SWANSEA.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

SAN NICOLAS.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

ROSEBURY.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

AUG. 10.

NEVADA.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

SAN NICOLAS.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

ROSEBURY.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

AUG. 11.

BALTIMORE.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

AUG. 12.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

MARSHALL.—No. 16 *Orlando*, 151 tons; Venturi; 60 dcs; coal to Norton, Megar & Co.

ARRIVALS OF FOREIGN STEAMERS.

DATE	NAME	WHEREFROM	CONSIGNMENT
Aug. 5	Anato 1st	South 'pan' 2nd	Royal Mail
5	Advance Amer	New York 2nd	Wilson Sons & Co
5	Orlando 1st	Hamburg 2nd	E. Johnson & Co
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C
5	Matia Maria 1st	Orlando 2nd	Norton, M & C
5	Orlando 1st	Hamburg 2nd	Norton, M & C
5	Veritas 1st	Rosario 2nd	Norton, M & C
5	Cassius 1st	Santos 2nd	Norton, M & C
5	Paraná 1st	River Plate 2nd	Norton, M & C

STOCK AND SHARE LIST.

August 10th, 1889.

GOVERNMENT BONDS.

Present Amount	Interest payable	Rate %	Denomination	Nominal value	Last sale	Closing quotations
381,476,100\$	Jan.-July	5	Apollon.....	200\$-1,000\$	98 1/2-00	98 1/2-00-98 1/2-00
119,600	do	5	do.....	1,000\$	—	—
19,838,500	Apr.-Oct.	6	Gold Loan 1868.....	1,000	1,115 000	—
35,875,500	Quarterly	4 1/2	do 1879.....	1,000	1,015 000	—
1,105,000	do	5	City of Rio de Janeiro.....	1,000	—	—

PROVINCIAL FUNDED DEBTS.

Present Amount	Interest payable	Rate %	Provinces	Nominal value	Last sale	Closing quotations
287,900\$	—	6-8	Alagoas.....	—	—	—
—	Jan.-July	6-7	Amazonas.....	—	—	—
4,549,200	—	—	Bahia.....	—	8 1/2	—
205,300	—	7	Esprito Santo.....	—	—	—
39,800	—	—	Goyaz.....	—	—	—
1,073,300	—	5-6	Marnahio.....	—	—	—
199,000	Jan.-July	8	Mato Grosso.....	1,000\$	100 1/2	—
5,816,000	Jan.-July	6	Minas Geraes.....	1,000\$	100 1/2	—
1,294,800	—	6-8	Para.....	1,000	—	—
173,800	—	8	Parana.....	—	100 1/2	—
735,600	Jan.-July	8	Pernambuco.....	—	—	—
7,881,200	Jan.-July	5-7	Piahy.....	200\$-500\$	100 1/2	100 1/2-101 1/2
1,153,000	—	—	Rio de Janeiro.....	—	—	—
8,081,500	Jan.-July	6	Rio Grande do Norte.....	1,000\$	98 1/2	—
27,800	—	—	S. Paulo.....	—	—	—
3,886,882	Jan.-July	6	S. Paulo.....	1,000\$	98 1/2	—
123,000	—	—	S. Paulo.....	—	—	—
1,153,000	Jan.-July	6	S. Paulo.....	1,000\$	96 1/2	—
500,000	—	—	Sergipe.....	—	—	—
731,400	—	6-7	Sergipe.....	—	—	—

DEBENTURES.

Present Amount	Interest payable	Rate %	Companies	Nominal value	Last sale	Closing quotations
1,300,000\$	May-Nov.	8	RAILWAYS	200\$	100 1/2	—
1,500,000	Jan.-July	6 1/2	Brasilia.....	200	100 1/2	—
1,133,300	—	6 1/2	Campos and Guarapua.....	200	170	—
15,167,000	Apr.-Oct.	6 1/2	Leopoldina.....	200	188	188 1/2-000
53,949,600	do	5-6	do gold.....	500	—	—
290,000	Jan.-July	7	Marechal.....	100	96 1/2	—
4,400,000	Apr.-Oct.	7	Oeste de Minas.....	200	700	—
379,000	do	7	Rio das Flores.....	100	95 1/2	—
1,000,000	Feb.-Aug.	6	S. Paulo do Rio Preto.....	200	—	—
613,700	Jan.-Sept.	6	do gold.....	450	415	—
0,679,800	Mar.-Sept.	6	S. Paulo.....	100	89 1/2	88 1/2-89 1/2
1,617,500	Apr.-Oct.	7	Uniao Valenciana.....	200	455	—
650,000	Jan.-July	7	Uniao Valenciana.....	200	150	—
439,886	Jan.-July	6	TRAMWAYS	500	190	—
811,300	do	7	Carris Urbanos.....	100	105 1/2	—
55,250	Feb.-Aug.	8	Niteroi gold.....	200	186	—
3,700,000	Apr.-Oct.	7	Pernambuco.....	200	91 1/2	—
250,000	Jan.-July	8	S. Paulo and S. Amaro.....	200	195	—
1,377,700	May-Nov.	8	SHIPPING	100	104 1/2	—
245,000	Jan.-July	8 1/2	Paulista.....	200	200	—
500,000	Feb.-Aug.	7	CENTRAL SUGAR FACTORIES	100	85 1/2	—
500,000	Apr.-Oct.	8 1/2	Lorena.....	200	—	—
784,000	Jan.-July	6 1/2	Quissama.....	200	192	—
1,500,000	Mar.-Sept.	6 1/2	Rio Branco.....	200	180	—
2,000,000	Jan.-July	7	MILLS	200	—	—
1,000,000	—	8	Alfama.....	200	—	—
1,000,000	—	8	Barbery.....	200	—	—
1,000,000	—	8	Bom Fim.....	200	—	—
1,150,000	Apr.-Oct.	7	Brasil Industrial.....	200	200	—
783,000	do	7 1/2	Caraca.....	200	200	—
585,000	do	7	Condaga Industrial.....	200	200	—
600,000	May-Nov.	7	Industrial Mineira.....	200	192	—
300,000	Apr.-Oct.	7	Pio Grande.....	200	195	—
331,000	Jan.-July	7	Rio de Janeiro.....	200	92 1/2	—
250,000	—	8	S. Christovao.....	200	—	—
1,500,000	Jan.-Dec.	7	S. Joao.....	200	195	—
350,000	May-Nov.	7	S. Lázaro.....	200	195	—
226,000	Mar.-Sept.	7	S. Pedro de Alcantara.....	100	—	—
300,000	Apr.-Oct.	8	S. José d'Almeida [gold].....	100	85 1/2	—
319,800	Apr.-Oct.	8	MISCELLANEOUS	200	210	—
2,000,000	Jan.-July	7 1/2	Candelaria (Chico).....	200	210	—
100,000	—	7 1/2	Campanha e Reguim.....	200	92 1/2	—
300,000	Jan.-July	8	Elevador e Fáb. de Chumbo.....	200	105	—
1,150,000	—	7	Decas D. Pedro II.....	200	195	—
2,500,000	May-Nov.	7	Lavoura Ind. e Colon.....	200	195	—
431,700	Apr.-Oct.	7	Melhoramentos U. de Nicti.....	100	25 1/2	—
—	—	—	União Telephonica.....	100	—	—

INSURANCE.

Capital	Capital paid up	Reserve fund	Companies	Dividend paid	Nominal value	Last sale	Closing quotations
4,000,000\$	200,000\$	16,173\$	Alliança.....	18 1/2-00	July 89	20\$	19 1/2-00
3,000,000	750,000	294,707	Argus Fluminense.....	12 1/2-00	July 89	250	250 000
2,000,000	200,000	25,000	Atalaya.....	8 1/2-00	July 89	10	10 000
2,000,000	200,000	7,950	Bonanza.....	1 1/2-00	Jan. 89	20	15 000
4,000,000	200,000	192,781	Campanha.....	2 1/2-00	July 89	20	30 000
8,000,000	500,000	285,000	Caracas.....	12 1/2-00	July 89	125	135 000
2,500,000	200,000	194,508	Garanti.....	5 1/2-00	July 89	100	143 000
2,000,000	200,000	103,129	Genl.....	4 1/2-00	July 89	20	45 000
2,000,000	200,000	360,000	Integridade.....	10 1/2-00	July 89	100	152 000
1,000,000	100,000	18,839	Lealade.....	1 1/2-00	July 89	10	9 000
4,000,000	200,000	16,602	Nova Permanente.....	2 1/2-00	July 89	20	26 000
5,000,000	750,000	196,000	Presidente.....	3 1/2-00	July 89	60	40 000
2,000,000	200,000	9,647	Prospereidade.....	2 1/2-00	July 89	20	17 000
1,000,000	100,000	10,431	União Com. dos Variegados.....	4 1/2-00	July 89	20	40 000
2,000,000	200,000	17,413	Vigilância.....	1 1/2-00	July 89	10	9 000

TRAMWAYS.

Capital	Capital paid up	Reserve fund	Companies	Dividend paid	Nominal value	Last sale	Closing quotations
5,400,000\$	5,400,000\$	102,600\$	Carris Urbanos.....	45 1/2-00	July 89	200\$	460 000
10,000,000	10,000,000	—	Jardim Botânico.....	3 1/2-00	July 89	200	130 000
300,000	213,950	—	Laranjeiras, and tunnel.....	—	—	200	—
500,000	500,000	—	Niteroi.....	5 1/2-00	July 89	200	250 000
1,200,000	1,200,000	85,000	Pernambuco.....	3 1/2-00	July 89	200	90 000
1,200,000	1,200,000	55,000	Porto Alegre.....	4 1/2-00	Aug. 89	200	—
4,000,000	4,000,000	507,899	S. Christovao.....	11 1/2-00	July 89	200	265 000
2,500,000	2,500,000	24,902	Villa Isabel.....	7 1/2-00	July 89	200	230 000

BANKS.

Capital	Capital paid up	Reserve fund	Name	Dividend paid	Nominal value	Last sale	Closing quotations
10,000,000\$	1,000,000\$	—	RIO DE JANEIRO	—	—	—	—
3,000,000	500,000	35,777\$	Agrícola do Brasil.....	9 1/2-00	July 89	200\$	—
4,400,000	—	—	Analista.....	—	—	—	—
33,000,000	33,000,000	6,052,480	Banqueiro.....	8 1/2-00	July 89	200	260 000
500,000	500,000	21,000	Caixa Credit Commercial.....	6 1/2-00	July 89	100	100 000
20,000,000	12,000,000	2,373,473	Commercial do Rio de Jan.....	10 1/2-00	July 89	200	250 000
15,000,000	15,000,000	1,168,000	do 2 series.....	9 1/2-00	July 89	200	250 000
20,000,000	3,508,950	143,823	Credito Real do Brazil.....	8 1/2-00	July 89	200	200 000
3,000,000	2,000,000	200,000	Delegete.....	12 1/2-00	July 89	200	250 000
5,000,000	5,000,000	1,020,000	English Limited.....	10 1/2-00	May 89	110	110 000
6,000,000	6,000,000	1,020,000	Industrial Mercantil.....	6 1/2-00	July 89	200	200 000
20,000,000	14,579,380	410,000	Intercontinental.....	10 1/2-00	July 89	200	250 000
20,000,000	20,000,000	—	Intercontinental.....	10 1/2-00	July 89	200	250 000
61,250,000	6,024,000	—	London & Brazilian, Limited.....	3 1/2-00	July 89	100	100 000
2,000,000	1,000,000	—	Mercantil das Variegadas.....	2 1/2-00	July 89	120	120 000
5,000,000	1,000,000	—	Populino.....	6 1/2-00	July 89	200	200 000
4,000,000	2,000,000	200,000	Predal.....	6 1/2-00	Jan. 89	200	200 000
10,000,000	10,000,000	—	Rio de Janeiro.....	10 1/2-00	July 89	200	200 000
20,000,000	14,000,000	78,115	Rural e Creditario.....	9 1/2-00	Aug. 89	200	200 000
2,000,000\$	1,000,000\$	12,173\$	PRINCIPAL	—	—	—	—
5,000,000	2,000,000	204,190	Commercial, S. Paulo.....	3 1/2-00	July 89	100	75 000
1,000,000	837,210	20,000	Credito Real do.....	3 1/2-00	July 89	100	60 000
1,000,000	1,000,000	500,000	do 2 series.....	6 1/2-00	July 89	100	140 000
5,000,000	341,035	10,000	Lavoura.....	4 1/2-00	July 89	100	74 000
1,000,000	1,000,000	—	Mercantil, Santos.....	14 1/2-00	July 89	200	200 000
1,000,000	1,000,000	—	Populino, S. Paulo.....	1 1/2-00	July 89	35	35 000
1,000,000	1,000,000	—	Provincial de Minas.....	4 1/2-00	July 89	40	50 000
1,000,000	1,000,000	18,174	Territorial, Minas.....	11 1/2-00	July 89	200	200 000

RAILWAYS.

Capital	Capital paid up	Reserve fund	Companies	Dividend paid	Nominal value	Last sale	Closing quotations
12,000,000\$	1,812,000\$	—	Bahia e Minas.....	—	—	—	—
800,000	800,000	18,206\$	Baio de Avramina.....	11 1/2-00	July 89	200\$	—
10,000,000	4,000,000	1,842	Campos and Guarapua.....	1 1/2-00	July 89	200	100 000
2,000,000	2,000,000	17,586	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
1,500,000	1,500,000	—	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
50,000,000	50,000,000	461,256	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
12,000,000	12,000,000	120,943	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
4,000,000	3,199,300	51,880	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
830,000	779,800	62,442	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
14,000,000	1,477,400	474	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
10,665,000	10,665,000	4,444	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
10,000,000	2,000,000	—	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
38,000,000	12,000,000	—	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
7,000,000	1,000,000	40,481	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000
4,000,000	1,000,000	—	Campos and Guarapua.....	1 1/2-00	July 89	200	140 000

SHIPPING.

Capital	Capital paid up	Reserve fund	Companies	Dividend paid	Nominal value	Last sale	Closing quotations
2,000,000 2,000,000\$	2,000,000 2,000,000\$	2,60,775 80,143\$	Amazon Steam Navigation Brasilia de Navegacao.....	1 1/2-00 1 1/2-00	June 89 July 89	100\$ 100\$	— 330\$000
4,000,000	4,000,000	— 9551	Nacional de Navegacao.....	1 1/2-00	July 89	100\$	—
730,000	511,000	—	Faustina.....	1 1/2-00	July 87	200\$	205\$000
873,400	873,400	—	S. Julia da Barra e Campos.....	1 1/2-00	July 80	100\$	125\$000

